

THE DELAWARE AND HUDSON COMPANY BULLETIN

*The
D.H.*

FEBRUARY 15, 1930

AUSABLE RIVER
NEAR LAKE PLACID

The Thing Called "Luck"

*You may call it luck, if you wish to, but luck is a
fickle jade,
And never by luck does a lazy man come into the skill
of a trade;
And never by luck does an artist paint or a wise man
wisdom learn,
For the thing called luck by the foolish tongues is the
thing that the brave must earn.*

*You may call it luck if you wish to, but luck never
fashions a dream,
Never sinks a well where oil runs deep or bridges a
mountain stream.
And luck never plays with a lazy man or a careless
man or fool,
'Tis the man who fishes the most who takes the big fish
from the pool.*

*You may call it luck if you wish to, but luck never
paints a scene,
Never writes a book or a song to sing, never thinks of
a new machine;
It may whisper a hint to a thinking man or a man who
will dare to try,
But the man who won't or the man who can't, good
luck goes dancing by.*

*You may call it luck if you wish to, but the man who
wins the game
By a lucky stroke or a lucky break has been fighting
just the same;
And whether it's oil, or gold, or art, or catching a bass
or pike,
If it's luck you want, you must put yourself in the
place where luck can strike.*

— Anon.

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Vol. 10

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No. 4

Memories of Civil War Days

*Retired Trainman Has Vivid Childhood Recollections of
Great Conflict Between the States*

ONE of the most dramatic scenes in American history is that of the surrender of General Robert E. Lee to General U. S. Grant at Appomattox Court House on April 9, 1865. Much has been written about the actions of each of these leaders on that eventful day. As is usual under such circumstances, Grant, being the victor, became a national hero over night. Lee also rose to fame because of the love and admiration he inspired in his men, both because of his skill as a tactician and because of his personal charm. He was admired by friend and foe alike.

One of the minor incidents of that day, over 65 years ago, now comes to light through one of our pensioned employees. THOMAS LEE, retired Saratoga Division Trainman, has a faint recollection of the event. Perhaps such a memory would never have survived were it not for the fact that his father was then "somewhere in the South", in General Grant's army; just where, not even his family knew.

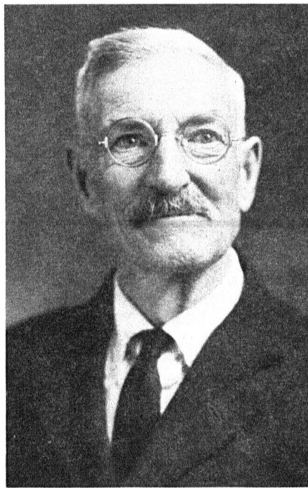
Like the other men who had heard the "call of Father Abraham", the elder Lee had left his home in Little Falls, N. Y., to join the Second New York Mounted Rifles. As the war dragged

on occasional letters were received in the little home where a wife and three children awaited his return. After a time the letters ceased to arrive. Mr. Lee was reported "missing". Perhaps he was held a prisoner, maybe he was ill

or wounded in some hospital; he might be dead.

Despite the heavy burden which hung on her shoulders, Mrs. Lee fought valiantly to keep the little family together. She went to work in a cotton mill so that her children might eat. THOMAS, the oldest, was only six when his father went away. To the mother and children the war meant little. They were having a harder struggle to live. There was no hate in their hearts for the South! They hated the War because it kept their husband and father away from home.

When even the mail from him failed to come the family despaired. Then there was a turning point in their personal affairs as well as those of the nation. A letter came through telling a tale which read like the work of a master fiction writer. Mr. Lee, along with a group of Union soldiers had been taken prisoner and sent to Libby Prison in Richmond, Va. For seven months he lived in the midst of sick, wounded,



THOMAS LEE

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and despairing prisoners. Six men, among whom was Mr. Lee, formed a plan to escape. It was a desperate chance! To be captured meant almost certain death; yet to remain amid the suffering and sickness meant death almost as surely.

The little group, therefore, broke away from the camp to set their faces toward the north and their own lines. Almost at the start they had to part company. Only one man in the party reached safety alive; the others were never heard from again. Mr. Lee, through the assistance of a negro family in Savannah, and others, found food, clothing, and shelter throughout the long, perilous journey northward. Many days after his trip began he finally rejoined the Union forces.

At Appomattox Courthouse he saw both Generals Grant and Lee. When the formalities of surrender were over, Lee turned to address his men. Among those who listened was his namesake from the Union Army. The Northern soldier pressed forward and when opportunity offered he exclaimed: "General, if I ever have another child I'm going to name him Robert E. in memory of you. My last name, too, is Lee." The great general smiled and disappeared in a mob of admiring soldiers.

A few years later that Union soldier, the father of THOMAS LEE, our retired trainman, became

the father of another son. In keeping with the promise made at Appomattox the lad was named Robert E. Lee. The father has long since passed away but the son, who lives in Seattle, Washington, together with his brothers, will never forget the Civil War and the events which indelibly stamped it on their memories.

With the close of the war the elder Mr. Lee came home. THOMAS, his oldest son, well recalls the day. He had grown considerably since his father went away and yet, as the soldier came across the bridge in Little Falls, the lad recognized him. He rushed forward to be caught in the outstretched arms of his parent. Together they went to the cotton mill to meet the mother.

To the father's story of his adventures at the front the family could add the experience of having seen the Lincoln funeral train as it passed through their little home town on its way to Springfield, Illinois.

Upon attaining the age of twelve, THOMAS decided to take over part of the responsibility of caring for the family. After repeated efforts to enter the train service had failed, he secured employment on a section gang, carrying water. For some time all went well with the youthful rail-

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Keep Trying

HE brought me his report card from the teacher and he said
He wasn't very proud of it, and sadly bowed his head.
He was excellent in reading, but arithmetic was fair.
And I noticed several "unsatisfactorys" there.
But one little bit of credit that was given brought me joy—
He was "excellent" in EFFORT and I fairly hugged the boy.

"O, it doesn't make much difference, what is written on your card,"
I told the little fellow, "if you're only trying hard."
The "very goods" and "excellents" are fine, I must agree,
But the effort you are making means a whole lot more to me.
And the thing that's most important when this card is put aside,
Is to know in spite of failure that to do your best you've tried.

"Just keep excellent in effort, all the rest will come to you,
There isn't any problem but some day you'll learn to do;
And at last when you grow older you will come to understand
That by hard and patient toiling, men have risen to command.
And some day you will discover when a greater goal's at stake
That better far than brilliance is the effort you will make."

—Edgar A. Guest.

From The

Great Lakes to Tide Water

A Survey of the Possible Water Routes Which Might be Used to Connect Two Great Empires Within Our Country, and the Reasons Why Such Routes Are Considered Impractical

By L. F. LOREE

IN the thirteen states running down from Maine to Virginia and West Virginia, there are about 40,000,000 people, according to the United States census estimate for 1928, and in the twelve states in the Middle West, running down as far as the Missouri River, taking in the north half of Missouri, about 35,000,000 people.

Now, that compares with some 35,000,000 people in England, 39,000,000 people in Italy, and 40,000,000 people in France. Those countries are great empires and cut a great figure in the affairs of the world, but we always think of ourselves as one whole community, as we should, and we do not think of the real strength and importance that our population and our resources give us. We are faced with very serious responsibilities and very serious questions, and I alluded to that previously with relation to our food supplies here east of the Alleghenies. We only raise about 6 per cent of the grain we use, and less than 6 per cent of the live stock and hogs, and we have to depend on the West for a large amount of our raw material.

I think one of the real problems that this nation faces, and especially people in this community, is the development and maintenance of high class communication between these two really great empires of the northeastern states and the mid-western states.

Mr. C. S. Sims, who has been for several years following pretty closely the deep water navigation problems of the country, unfortunately has been ill for several weeks but is now recovering. He has been representing us at the Atlantic Deeper Water Ways Conventions but could not go this year, so I am going to talk at their meeting on the twentieth. In getting together what information I could as to that method of communication between these two territories, I thought perhaps the facts developed might interest you.

As long ago as 1750, people began to be interested in building a canal from Oneida Lake down to Lake Ontario at Oswego. During the

Revolutionary War, General George Washington, perhaps the most far-sighted engineer we had in those days, went out on horseback to look that situation over. In 1790, he was president of the company that was organized to build a canal around Little Falls.

The canal was started in 1793 and finished in 1796, and then from time to time improved until, finally, the Erie Canal was opened in 1825. Since that time, the Erie Canal has been deepened three times, starting with 4 feet and now having a 12-foot depth for navigation.

My own feeling is that a shallow canal cannot compete, economically, with a steam railroad.

In considering the question of canal improvement, from the Great Lakes to Tidewater, there have been some nine different reports made, perhaps the most searching one, by Major Symons of the Engineers Corps, U. S. Army; some by the State of New York; some by the United States, and one by a joint commission of the United States and Canada.

About 1900, there was a great deal of interest displayed in the working out of an international canal down the Saint Lawrence River, between Lake Ontario and Montreal. In all, there have been three methods of furnishing deep water navigation under consideration.

A survey was made from Lake St. Francis in the St. Lawrence River to Lake Champlain, with the idea of building the canal across there and improving the Champlain Canal to the Hudson River. A large part of the work lay in Canada. It is 208 miles longer than the route from Oswego through Oneida Lake and has never been given serious consideration.

The second project was the establishment of a canal along the Niagara River from Lake Erie to Lake Ontario, then the improvement from Oswego to Oneida Lake and what is now the Barge Canal to the Hudson River. That has very serious objections. Having gone down 321 feet from Lake Erie to Lake Ontario, you have to come back 120

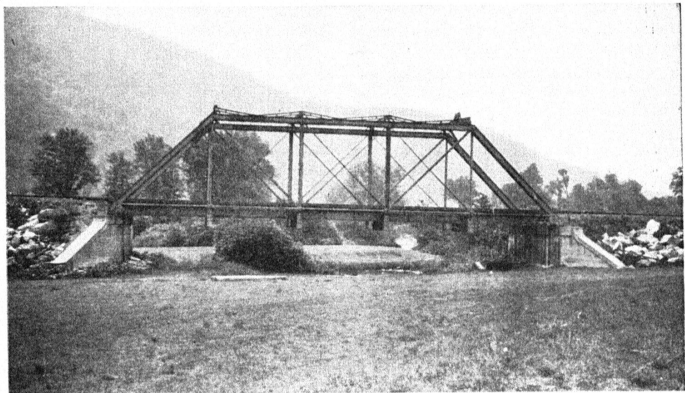
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feet from Lake Ontario to Lake Oneida, so that you are losing all the effort of 126 feet of descent, and, what is a great deal worse, 126 feet of ascent. You run into a serious question as to a supply of water to keep the navigation moving if you utilize that route, and you abandon the investment that you have in the Barge Canal between Lake Erie and Lake Ontario.

When the St. Lawrence canal began to be agitated, it had, I think, what were thought to be three very attractive propositions. The first one was that half the expense would be assumed by Canada. Second, that interest on the cost would be met by profit on hydro-electric power sold. I think people overlooked when they thought about

in the St. Lawrence River between the rapids at Galop and Montreal.

The Brookings Institution of Washington has recently, within the last month, published a report on the investigation which they made of the St. Lawrence canal project, covering perhaps a year's work. Mr. Brookings is a man who made a large fortune in mercantile ventures in St. Louis, a man of prominence in that community, at one time chancellor of the University of Washington, and during the war went into the Government service on the dollar-a-year basis, and has taken up his residence in Washington. He gave a very large sum of money for the organization of the Brookings Institution, which in-



Summer and Winter Photographs of Bridge Near Thurman, N. Y.

that, that the water power, so far as it is merchantable in the form of hydro-electric energy, was the property of the State of New York, and New York was not going to sit by and see that property appropriated without some compensation to itself. But leaving that to one side, there was aroused a great element of pride in the Mid-West in having the flags of foreign nations flying in their ports.

The joint commission, which investigated the matter, reported as a result of their surveys that the canal could be established at a cost of about \$468,000,000. They contemplated seven locks between Lake Erie and Lake Ontario which are now almost completed in the Welland Canal construction, costing about \$115,000,000, and nine locks

vestigates quite impartially the larger economic questions that are of interest.

They report there is no question in their minds but what the canal, including the expenditures in the Welland section of it, cannot be built for less than \$1,140,000,000. That is a very different sum from \$468,000,000.

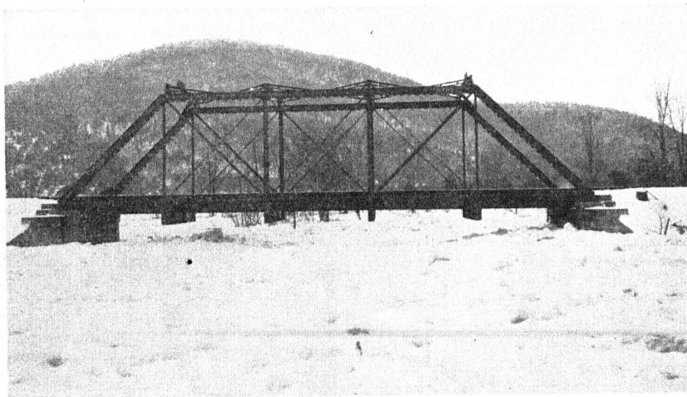
They had Sanderson & Porter, a firm of engineers of very high standing in New York, make an investigation of the electrical situation. The production of power through the abstraction of energy from a falling column of water by a turbine engine is perhaps one of the most perfect things that the ingenuity of man has devised. Take a column of water 100 feet high, and in from 3 to 5 feet distance in the runner of the

turbine and in one-tenth of a second, you can take out 94 per cent of its energy. As a matter of comparison, just think of that and then think of a fireman shovelling a shovelful of coal into the firebox of a locomotive and we getting 7 per cent of the energy out of it; 94 per cent out of a column of falling water and 7 per cent out of a shovelful of coal!

If that were the whole story, it would be conclusive, but the losses in electricity are in the transmission and distribution. While the distribution loss is common to every system by which electricity has been generated, the transmission loss is entirely a question of distance and the losses by rheostat resistances and leakage are

New York in competition with electricity produced by coal on the ground, would cost \$7,765,000 more than the coal-produced electricity, and in Boston it would cost \$5,005,000 more, so that instead of having a source of income by which the interest could be met, if you undertook that development you would have an out-of-pocket loss that would be quite overwhelming.

Further than that, there is a good deal of uncertainty as to the very high price they put on the construction cost. About 40,000 cubic feet of water per second is the largest flow of water that anybody has undertaken to struggle with in building a dam up to date. About $4\frac{1}{2}$ times as much water is running into the St. Lawrence.



Showing Ice Piling Up Threateningly During Last Month

such that in distances of 150 miles they run about 15 per cent, and added to interest on cost of construction of the wire line, the losses get to be very serious.

Sanderson & Porter reported that there were only two districts in which a large quantity of power, as would be developed in the St. Lawrence, could be merchandised. One was the metropolitan district around New York and the other was the district around Boston and New England.

They figured that the water power would have to have with it the auxiliary steam power to insure under all circumstances a supply of electricity that could be depended upon, and that with interest at 4 per cent on the investment, to sell electricity in the metropolitan district of

Whether cofferdams and preliminary work could be put in there and maintained in the face of that current is still, I think, very problematical.

Then, there is another danger and that is this. We had a bridge, you remember, on the Quebec, Montreal & Southern Railway over the Becancour River. It was a five-span bridge, built about 1906. In 1928, the river froze to the bottom and when the anchor ice moved out, it sheared the masonry of the abutments and piers off and wrecked the bridge.

Every few years the ice in lower end of Lake Erie at the source of the Niagara River freezes to the bottom, and I see no reason why that should not happen at these dams in the St. Law-

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Fourth Annual Dinner

Guests and Members of Delaware and Hudson Railroad Club, Pennsylvania Division
Surpassing All Their Predecessors

WHETHER it was the delicious roast turkey dinner, the beauty of the ladies in attendance, the delight of dancing to the varied rhythm of an excellent orchestra, the brief, snappy program of after dinner speeches, or the general "Old Home Week" air of good-fellowship, which was responsible for the success of the Fourth Annual Dinner and Dance of The Delaware and Hudson Railroad Club, Pennsylvania Division, is a matter of personal opinion. Probably it was the co-ordination of all of these varying factors which made this, by popular vote of those attending the affair, held in the Hotel Casey, Scranton, January 29th, the most successful gathering of the sort yet held.

One of the speakers commented on the fact that the delightful array of femininity before him, as he sat down to dinner, "looked good enough to eat". Then he added, reminiscently, "And how they did eat!" But the indulgence of a healthy appetite was only natural under the circumstances, everything from the fruit cocktail to the ice cream and coffee being extremely palatable and served with machine-like precision and no "slow-orders".

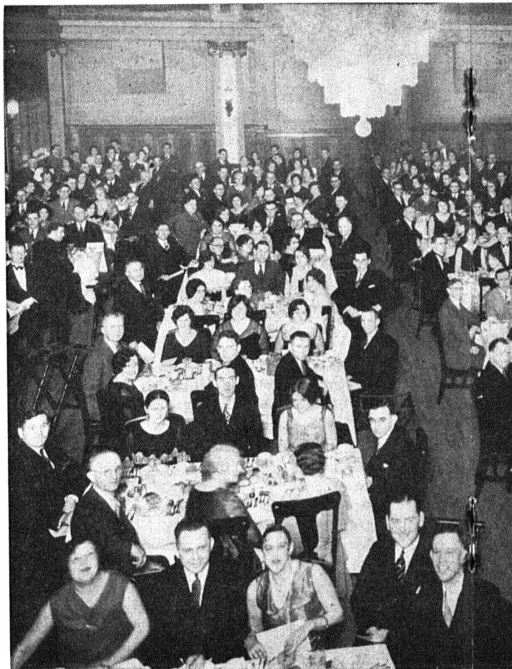
After the singing of *America*, the flashlights boomed, "TOMMY" MURPHY, Assistant Road Foreman of Engines, led the singing of *There'll Be a Big Time Tonight*, and the fun was on. Under the leadership of Jack Walsh, who contributes annually to the success of the affairs, song followed song until practically every "celebrity" present had done his vocal bit.

An outstanding feature was the manner in which certain of his friends attempted to "put one over" on F. L. HANLON, Supervisor of Wage and Working Agreements, and the adroit way he turned the tables to prove they were "Far, Far Away", until singers and orchestra reached the limit of their endurance, while Mr. HANLON beamingly announced his willingness to continue indefinitely.

When the celebrated Pike County Quartet was called, some seventeen or twenty-one young men (depending on who counted them) ranged themselves about the piano for a rendition of *Sweet Adeline*. As the official program had listed spec-

ial features by the Delaware and Hudson "Song-birds" this must have been their act. From the way they "rended" poor "Adeline" ("vivisectioned" would describe their action more accurately) perhaps "*song-birds*" was a misprint, for they certainly "murdered" the song, to the great amusement of all.

Later in the program the Pike County Quartet, MESSRS. CLUNE, CANTWELL, McDONOUGH, and MURPHY, did full justice to the harmonious number.



anner A Huge Success

nia Division, 250 Strong, Enjoy Banquet and Dance at Hotel Casey, Scranton,
their Previous Gatherings

After the chairs had been pushed back and the cigars lighted, H. N. ATHERTON, Yardmaster, Green Ridge, and President of The Delaware and Hudson Veterans Association, as toastmaster, introduced the speakers of the evening with a few brief witticisms which put the listeners in a receptive mood mentally.

G. D. HUGHEY, Superintendent of Transportation, made a short but humorous address which kept his hearers in an uproar. Laying aside the humor for a few moments, he spoke seriously of

the present business outlook and the recent decline in railroad earnings. Quoting from current utterances of one of the leaders in railroad circles, MR. HUGHEY remarked that it is easy for us to get along when times are prosperous and hard when they are not as good. The things necessary to get us by in such times as we now face are (1) intelligent self-interest plus (2) teamwork plus (3) common sense.

J. E. LONG, Superintendent of Safety, after humorously alluding to certain of MR. HUGHEY's friendly jibes, stated that he had a serious subject which must be treated in a serious manner. Taking as his "text" the verse:

"If you're always taking chances
As you journey through the land,
You'll be waking up some morning
With a lily in your hand."

MR. LONG traced the progress of Delaware and Hudson Safety work from 1918, when the present Department was organized, to date, pointing out that an improvement of approximately 75% had been made in that period.

Stressing the fact that there is no beaten trail to Accident Prevention, but that it requires properly directed individual effort and the vigilance and cooperation of all supervisors and workmen, MR. LONG showed how everyone benefits by the prevention of accidents. "Safe Operation is the only efficient method of operation," he added.

The railroads of the United States, Canada, and Mexico are all pledged to effect a 35% reduction in accidents during 1930, and as our past showing has not been one at which to point with too much pride, all employees are requested to put their shoulders to the wheel so that our position near the head of the list of railroads which were successful in Accident Prevention, will be assured.

In closing his remarks, MR. LONG asked everyone to adopt as a motto for the year, "Make Each Day Safe," in which case the weeks, the months, and the years will take care of themselves. Having pioneered in so many of the other phases of railroading, The Delaware and Hudson

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No. 4

Are You Friendly?

SO much of our lives is spent in meeting people that one pities anyone who goes through life without a smile and a cheery word for all he meets in business and on the street.

It is surprising how much fun you can get just out of knowing folks. There is a clash of wits, a contact of minds and personalities, a renewing of your faith in humankind and the worth-while-ness of living. Now and then if you meet a contrary person and can sweeten him up with your own viewpoint, what a victory that is!

Some jobs are considered important by their holders simply because they give an opportunity to study people. They are regarded as good training. A man who began his business life as a stenographer on the Twentieth Century Limited learned to perform his work as big executives

wanted it handled and so fitted himself for a position of importance in a large company. Many who hold down selling jobs of minor significance grow into larger positions in the companies they sell to, simply because continued meeting with the men in their line of industry has taught them what they can supply which will win steady pay.

So important is the ability to meet people, both in inner production of cheerfulness and self-confidence and in tangible selfish results, that one wonders why some men regard the matter so lightly. Many men who would not think of going to work unshaven or with a soiled collar travel through life with a grouchy and forbidding look like a barbed-wire fence around a plot of new grass. They forget that every day opens new doors to promising acquaintance and that the ideas and stimulus you gain from friends cost nothing and sometimes yield golden returns.

A successful man boiled his lifetime of advice into two sentences. "Get the habit of being successful," he wrote a younger friend, "and make new friends daily and constantly."—*Exchange*.

Something New!

AFTER giving the subject thought enough to have made the foregoing observations, and wishing to do all I can to help this big human job of ours forward for the year 1930, I have made but one resolution, and its soundness and reasonableness, the vast need for it, so appeal to me, that I offer it for the careful consideration of every one who may read these lines. Here it is:

I am going to do all in my power to help the fellow above me—the fellow whose responsibilities are greater than mine, whose duties are more exacting, whose planning is more important, whose vision has a wider range, whose time is in greater demand, and upon whose shoulders rests a heavier burden. I shall do this whether I am at the bottom of the ladder and the fellow higher up is immediately above me or on the top-most round. In doing this, faithfully and ungrudgingly, I believe I shall be most likely to help myself.

I own frankly that this seems to be a reversal of the time-honored admonition to give a helping hand to the fellow lower down; but it is nothing of the sort. I do not intend to lessen my sympathetic interest in the fellow below me because I plan to show keener interest and a more alert sympathy for the fellow above than I have shown in the past. Rather, it seems to me,

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Lasting Work

IF we work upon marble, it will perish; if we work upon brass, time will efface it; if we rear temples, they will crumble into dust; but if we work upon immortal minds, if we imbue them with principles, with the just fear of God and love of our fellow men, we engrave on those tablets something that will brighten all eternity.—

DANIEL WEBSTER.

Millions For Railroad Research

Tests of New Type Air Brakes Alone Will Cost \$2,000,000, While Other Studies Will Help Make the Transportation Industry Safer and More Efficient

THE railroads of the United States, individually and collectively, through the American Railway Association, are now engaged in the greatest research activity designed to bring about a still further increase in safety and efficiency ever undertaken by the rail carriers of this country.

While the rail carriers, particularly in the past six years, have made tremendous strides forward in both safety and efficiency, the work now under way is designed to determine what additional improvements in railroad operation can be made looking to that end and supplements similar activity on the part of the various individual carriers.

The member roads in adopting the report approved appropriations made by the Board of Directors for the carrying out in 1930 by the American Railway Association of eleven separate tests each of major importance and intended to develop important improvements in railroad operation. Research work which is now either underway or will shortly be started, follows:

1. Elaborate experiments under actual operating conditions to determine what improvements should be made to the present system of airbrakes in order to better meet present day operating conditions. These tests will have cost the railroads of this country and Canada more than \$2,000,000 by the time they are completed, late in 1930.
2. Investigation of all devices for the automatic connection of air, signal and steam hose between railway cars. Tests first will be held in laboratories at Purdue University and in cooperation with the Bureau of Safety of the Interstate Commerce Commission to determine which, if any, show sufficient merit to warrant road tests under actual service conditions. The tests will be under the direction of H. A. Johnson of Chicago, Director of Research of the American Railway Association, who is now engaged in conducting the test of airbrakes.
3. Tests to determine the comparative merits of ballast materials. This is important not only because of the high cost of maintenance but also because of the necessity of keeping the roadbed in prime condition to withstand the strain of the heavy traffic the railroads are now called upon to transport.
4. Study, in cooperation with rail manufacturers, designed to reduce to a minimum defects in steel rails.
5. Tests to determine the causes of defects in car wheels with a view to maintaining specifications for wheels so as to insure the best service and safety from this part of railway equipment.
6. Study of draft gears (the mechanism behind the couplers on cars that reduces the shock resulting from the starting and stopping of trains) in order to determine what, if any, changes should be made in their construction.
7. Sanitation in relation to equipment and coach yards.
8. Greater utilization of locomotives and conservation of fuel.
9. Means of developing the best preservatives for cross ties, devices to prevent splitting of ties, and ascertaining substitutes for wooden ties.
10. Elimination of waste by reduction in varieties of sizes and types of railroad materials and supplies.

Of the tests listed above, those involving airbrakes are not only the most important, but will involve the greatest cost. These tests are the most exhaustive ever conducted in the world, so far as airbrakes are concerned, and will require practically all of 1930 to complete. Out of those tests, which are now being conducted under actual operating conditions on a portion of the Shasta Division of the Southern Pacific in California and Oregon, leased by all the railroads especially for that purpose, is expected to evolve a power brake that will meet the needs of the rail transporta-

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tion systems, from the standpoint of safety and efficiency, for many years.

The studies and tests enumerated above are in addition to the regular work of the various divisions of the American Railway Association which includes: policing the freight car situation so as to insure adequate distribution at all times; development of improved mechanical facilities, means of signaling and other forms of communication; improved methods of purchasing and storing materials and supplies; increased safety for employees and the general public; reclamation of old materials and simplification of stocks of railroad materials; reduction in loss and damage to freight while in transit; enforcement of rules regarding the packing and storing of freight for shipment; protection of freight and of railroad property by the organization of railroad police; study of problems growing out of the development of motor bus and truck operations, and scores of other duties, all directed towards bringing about increased safety; efficiency and economy in operation.

Class I railroads in 1928 expended \$194,903,954 for improvement of safety and protection to both employees and the general public. Of that amount, \$57,000,000 was expended for heavier rail and \$32,377,000 for steel passenger train cars. In addition, approximately \$31,000,000 was expended for the protection and elimination of highway grade crossings.

Farms and Population

A VERY surprising truth was brought to light by economists recently when they discovered that the amount of land being used for agricultural purposes was steadily decreasing while the population was increasing at a faster rate. In population New York State has kept pace with the United States, having for many years had almost ten per cent of the total with only about one and one-half per cent of the total area. However, while the rural population of the United States has increased eighteen per cent, that of New York State has decreased eleven per cent from 1890 to 1920. In each case the rural percentage of the total is decreasing year after year.

The farm acreage has decreased in every state but that of New York State at a very much greater rate. In New York State between 1910 and 1925 there was a decrease of 2,760,000 acres or over twelve per cent, and in the United States over 26,000,000 acres or nearly three per cent.

Apparently, regardless of the large increase in population, about 12,000,000, better farming and less horses to feed have brought about this decrease.

There are now about 71 per cent of the horses in New York State and in the United States that there were in 1918, a decrease of over 6,250,000. This decrease has been very rapid since 1922. It is of course due to the great increase in automobiles, trucks and tractors.

Automobiles and trucks have more than doubled from 1921 to 1926. In New York State the percentage of increase in passenger cars has been greater, but in trucks very much less than that of the United States.

Business Depends on Carriers

SLOWLY but surely the attitude of business men, public men and the public toward the railways has been changing. When there was a business depression in 1921 President Harding started a movement for a general reduction in railway rates. When there was a violent decline in stock market prices and fear of a recession of business in 1929 President Hoover started a movement to get the railways to maintain or even increase their expenditures for new equipment and other improvements.

Both movements were started to help general business. The former tended to reduce the revenues of the railways and compel them to reduce employment and wages and to curtail purchases, with the result of reducing employment, wages, and profits in the industries from which they buy. The movement started by President Hoover to maintain railway expenditures will, if successful, maintain railway employment, wages and purchases, and help to maintain the business of those from whom they buy. It can be successful, however, only if railway earnings are as well maintained as the available traffic will permit. This means, of course, that any attempt to reduce rates would be an interference with the President's program. President Hoover, like President Harding, is trying to use the railways to help maintain prosperity, but he is trying to use them in an exactly opposite way.—*Railway Age*.

Hoaxer: "Did you hear about the flyer who found after making the altitude record that his propeller was all gummed up with butter?"

Coaxer: "Butter! Why, how was that?"

Hoaxer: "Why, he churned it when he was going through the milky way."

Memories of Civil War Days

(Continued from page 52)

roader. One day, however, he lost his job in a most surprising manner.

During the noon day rest period the foreman sent him for water. On the return trip he paused to talk to a farmer who had a large supply of cider on hand. Seeing an excellent opportunity to play a good practical joke on the section foreman and gang, to say nothing of the young lad, the farmer offered him a bucket-full of cider. THOMAS took it and returned to the point where the gang lay sprawled on the grass. The cider rapidly disappeared and the lad was immediately dispatched for more. Before the noon hour was over three such pails had been emptied of their contents.

When the gang failed to respond to his call to return to work, the foreman began to investigate. The water boy was the only one in condition to do any explaining. Upon telling his story the lad was severely reprimanded; fired, amid a salvo of curses; and chased for a mile up the track by the irate foreman, armed with a shovel.

Even that did not end THOMAS' desire to work for the railroad. When all the facts of the case became known he was re-instated. In the interim, however, he had an offer to enter the train service. On June 13, 1879, therefore, THOMAS began his career as a trainman. Eleven years later, in December, 1891, he entered Delaware and Hudson employ at Mechanicville. His first job, upon reporting for duty, was in the yard under Night Yardmaster Mike Crotty.

During the following 37 years he worked on practically every main line train between Albany and Montreal, including manifest and local freights, passenger trains, and the milk train. He was one of the crew which brought the first milk train in from Whitehall to Green Island. Being of light build, MR. LEE was forced to give up this assignment and return to the passenger service.

MR. LEE's last work with our company was performed on the belt line train between Troy and Albany.

Though his interest in the railroad, its employees, and the many friends he had made during his years in passenger service never waned, advancing age forced him to retire. While unable to work regularly, he is still possessed of enough energy to keep him busy about his home and visiting friends in Green Island, Troy, and nearby places. In company with some of his pals of

railroading days, he may often be found in some secluded spot talking over old times.

In addition to Robert E. Lee of Seattle, he has a brother, Levi, at New Salem, N. Y. Two sisters, Mrs. J. Dolan of Saratoga Springs, N. Y.; and Mrs. Esther Brown of Clarks Mills are also living.

Fourth Annual Dinner

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should not be allowed to lag behind in the matter of Accident Prevention.

After thanking MESSRS. HUGHEY and LONG in behalf of the assemblage, MR. ATHERTON suggested an adjournment while the floor was being cleared for dancing. In a twinkling the banquet hall was transformed into a ball-room. GAVIN BURR's troubadours, who have earned a permanent place at these gatherings, proceeded to fill the night with music. The dancers whirled and pivoted about until it was time to hustle for the special train scheduled to leave for Carbondale at 1:45 A. M.

Many regrets that such events could occur but once a year were voiced by the merrymakers, so enjoyable had the events of the evening proven. The smoothness with which the program was carried out may be attributed to close attention to the arrangement of every detail by the committee in charge. The members were:

N. S. BURNS	Chairman
H. N. ATHERTON	Toastmaster
D. J. BUCKLEY	Tickets and Press
J. W. HOWARD	Entertainment
M. J. McDONOUGH	Floor
J. J. BRENNAN	Reception
W. F. REIDY	Reception

Near-sighted Old Lady (to street car conductor)—"What is that round thing on your coat? A mark for good conducting of your car?"

Conductor—"No, madam, it's a mark for poor conducting of soup."

Girl: "Do you make life-size enlargements from snapshots?"

Photographer: "That's our specialty, miss."

Girl: "Fine. Here's a picture I took of the Grand Canyon."

Do right and fear no man; don't write and fear no woman.—*Green Onion.*

The Delaware and Hudson Company Bulletin

From the Great Lakes to Tidewater

(Continued from page 55)

rence, and when that miniature glacier finally moved out, it might take with it any dam in front of it, so that you would live under the hazard of a terrible disaster, unless you can find some way to deal with that.

Hugh L. Cooper & Company, who reported on the canal, say that is a problem that ought to be disposed of before any work is started. My own notion is that the St. Lawrence canal, from those two points of view, is a very unsatisfactory solution, and then there is a third one, and that is the presence of ocean-going tonnage in the Great Lakes.

(To be Continued)

Something New!

(Continued from page 58)

my interest in the man below will be increased by reason of my better directed interest in the man above; and if the man below follows my example, I shall be a beneficiary of his reawakened interest and effort, thus adding to my capacity to give helpful service and to pass it along the line clear to the top.

Let us see what would be the most probable result of a practical, general and continuous working of the resolution under consideration in any business organization. Beginning at the bottom, the office boy resolves to help himself upward by doing all he can to help the fellow immediately above him. Each fellow above this point, in rotation, makes and keeps active the same resolve. Each effort from below joins forces with each effort above until the whole mass of accumulated effort and interest and intelligently directed sympathy reaches the fellow at the top—the fellow who needs it most and who always needs all of such support and help he can get. What an inspiration; what an incentive to supreme and far-visioned executive effort; what a guaranty of substantial growth and continued success, such accumulated co-operation and co-ordination would mean to the whole organization when thus concentrated at the point of greatest responsibility, greatest concern, and greatest risk.

I make and submit to you this one new year resolution because I see a general need for it, a wide opportunity to make it effective, a certain enhancement of your own best interests and mine, in living up to it faithfully; because your own success and advancement and satisfaction are very largely dependent upon your hearty and intelligent co-operation with the fellow above you—

and particularly with the fellow at the top; because it is your duty, as well as your privilege, to give such co-operation; because the success of your organization depends upon the complete loyalty, the intelligent effort, the hearty co-operation, and the vitalizing enthusiasm of every one of its units.

To your organization you owe the best you have to give at all times as a fair exchange for what it gives you. To the fellow above, you owe your heartiest and most cheerful support. And to the fellow at the top—who some day may be yourself—you owe that respect and confidence and faith and cordial helpfulness which is the very essence of your own development and success.

Remember that helping the fellow above you helps the fellow at the top, and that the fellow at the top helps every one, all along the line, clear to the bottom.—*The Valve World.*

More Birth Stones

IN a recent issue of *The Bulletin* there appeared a list of the birth stones generally associated with each of the months of the year. Someone with nothing better to do has thought out a new list which is intended to fit the stone to the occupation of the person in question and it is perhaps more appropriate than the previous collection of costly gems. The new list is as follows:

For laundresses, the soapstone;
For architects, the cornerstone;
For cooks, the puddingstone;
For taxi drivers, the milestone;
For grouches, the blue stone;
For Irishmen, the blarneystone;
For borrowers, the touchstone;
For pedestrians, the pavingstone;
For stockbrokers, the curbstone;
For shoemakers, the cobblestone;
For burglars, the keystone;
For tourists, the Yellowstone.

"Well," said the dying business man, "you better put in a clause about my employees. To each man who has worked for me twenty years I give and bequeath \$50,000."

"But," said the lawyer, "you haven't been in business twenty years."

"I know it, man, but it's good advertising."—*Everybody's.*

Clicks from the Rails

"Talkie" Passenger Train

An experiment to test the practicability of sound motion pictures was conducted on the Union Pacific's Los Angeles Limited en route from Los Angeles to Chicago on October 25. Shortly after 8 p. m. (Pacific time), all passengers were invited to adjourn to a dining car, which had been fitted up for the occasion by the Paramount-Famous-Lasky Corporation and the Electrical Research Products, Inc., to review the showing of a sound news reel and a preview of the "Virginian" which will be released soon. The car was operated from Los Angeles to Las Vegas, where it was picked up by the Gold Coast Limited, on which the performance was repeated on October 26.—*Railway Age*.

* * *

Where Word Came From

According to the New Orleans *Times-Picayune*, the term "jerk-water" railroad originated in the following manner:

"In the early days of the railroads, it was customary for a train to be stopped near a stream when water was necessary for the engine. The crew carried the water in leather buckets. The practice was called jerking water. As villages sprang up where trains merely stopped for water, they were known as jerk-water towns, and small, relatively unimportant railroads became known as jerk-water railroads."

* * *

Modesty Forbade

On a certain Western one-horse railroad the one train a day was notorious for being always several hours late. One day it arrived at the end of its run on time. The passengers were so elated that they decided to give the conductor a present to show their appreciation of his successful efforts to get in on time. Accordingly a purse of several dollars was made up and offered to the conductor. "But," said the conductor, "I can't accept it." "Why not?" asked the spokesman. "Because," he replied, "this is yesterday's train."—*Santa Fe Magazine*.

Foxes "Hold Up" Railroad

One of the most unique protests ever made against the construction of a railway has been registered by the Indians at York Factory, Man., on the Hudson Bay extension of the Canadian National. During the two days' "pow-wow" of the council, which is held annually following treaty payments, the Canadian government paying agent was officially requested to stop the construction of the railway to Fort Churchill because of the effect that it will have on the fur trade in the York Factory region. The York Factory tribe claims that settlement of Fort Churchill will prevent the habitation of the Hudson Bay coast by white foxes, which are the chief source of the Indians' fur catch each season.

(Editor's Note: As our readers will recall, an account of this railway construction project was contained in the issue of *The Bulletin* dated April 1, 1928, under the title "A Railless Railroad.")

* * *

Chicago's Largest Industry

The steam railroads constitute Chicago's largest industry. In the number of wage earners employed, the railroads, with 82,850 persons on their payrolls, outrank the iron and steel industry by more than 1,100 employees, the machinery manufacturing industry by 2,600 employees, the packing house and provisions industry by 26,000, and the lumber industry by 55,000. With their families the railway employees of the Chicago district constitute a group of approximately 330,000, or about one-twelfth of the population.

* * *

Their Longest Ticket

A railroad ticket almost seven feet long was issued recently by the Pennsylvania Railroad's New York office. This was the longest strip ever sold to an individual by that passenger office, according to press reports. Robert M. Davis, the purchaser, will use it to visit thirty-five cities in this country. Mr. Davis is chairman of a committee selected by United States Secretary of Commerce Robert P. Lamont for gathering census figures.

What Marksmanship!

Shooting through the same hole of an electric light bulb which had been burned out and used as a target 100 feet away without breaking the bulb is a feat which probably could never be duplicated. Mart Haft, machinist and Duke Wellington, storehouseman for the Pennsylvania at Erie, Pa., were arguing marksmanship. When they had completed their work, they went out with the old bulb and set it up. They used a high powered air rifle. Duke shot through the bulb first, then Haft followed. Upon examination of the globe, it showed the bullets entered the same hole, but came out on the other side in different places without shattering the bulb. The evidence has been locked up by electricians to show this story to anyone who may doubt its authenticity.—*Exchange*.

* * *

Elephant Wrecks Train

Stories of wild animals causing train delays on African and Indian railways are not uncommon, but such an occurrence in civilized Switzerland is almost as much of a rarity as a gunboat in the "Swiss Navy." Nevertheless, on a recent Sunday morning, an elephant wrecked a train in Switzerland. It happened on the Kloten line, near Zurich. The elephant, escaping from the zoo, wandered onto the railway line, just in time to be hit and killed by an electric locomotive. The train was derailed and the locomotive damaged.

* * *

Loyal to a Fault

A traveling man called up the station agent an hour before train time and asked if the train was on time. He was told it was.

Arriving at the station a few minutes before it was due to arrive, he saw it was marked up an hour late. He went into the station and to the ticket window.

"I thought you told me that train was on time?"

"I did tell you it was. What do you think the railroad is paying me for, anyway—to knock its business?"—*Santa Fe Magazine*.

George Washington



THE lives of great men, men whose acts and words have stood the test of time, may teach us much. If they are remembered by succeeding generations, through lives of kindness, courtesy, and consideration for others, their characters will endure, forming patterns for those who seek the guidance which only such lives can furnish.

In Washington we find a splendid example of true greatness. After more than 150 years as a republic, the United States still affectionately speaks of him as "The Father of His Country". By that phrase alone his title to undying fame is established. Other tributes to his honesty, patience, and faith but add to his reputation as a master in the art of leading men.